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SOURCE

Gospodarka Planowa, No 10, 1949.

TRANSPORTATION OF POLISH STATE RR, SECOND QUARTER 1949

The General Administration of the Polish State Railroads started its activities on 1 June 1949 and resulted in a basic reorganization of the Ministry of Transportation, which was relieved of its central administrative duties and became the superior state supervisory authority over the railroads. The relation of the ministry to other transportation divisions and enterprises remained the same. The personnel of the ministry was reduced to 48 percent of its 1 May personnel.

During the second quarter of 1949, the Polish State Railroads carried 104,700,000 passengers, or 105.6 percent of the plan. This was an increase of 12.5 percent over the first quarter of 1949 and 14.4 percent over the second quarter of 1948.

Freight loadings in the second quarter amounted to 1,762,000 cars, exceeding the plan by 14.3 percent, the first-quarter loadings by 13.5 percent, and the second-quarter 1948 loadings by 16.7 percent. The total freight car loadings in the first half of 1949 amounted to 3,314,000 cars, exceeding the plan by 14 percent. The Polish State Railroads utilized 93 percent of the loading capacity of 1,900,000 cars. The average turnaround time for freight cars was 6.14 days, as against the planned 6.3 days. The average carload was 17.71 tons, as compared to the planned 17.5 tons. The commercial speed of freight cars increased to 17.6, 17.7, and 17.8 kilometers per hour for the 3 months of the second quarter, as compared to 15.0, 15.7, and 16.3 kilometers per hour for the same period of 1948.

The Warsaw electric train service was extended to Minsk Mazowiecki and the suburban service was brought into the Warszawa-Srodmiescie Station over the bridge and through the Warsaw tunnel.

Coal consumption per 100 gross ton-kilometers was also reduced. In 1948, it amounted to 64 kilograms; in the first quarter of 1949, it was 65.6 kilograms but dropped to 54.83 kilograms in the second quarter. The plan for the maintenance of rolling stock, track, and equipment was exceeded.

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The Polish State Railroads revenue for the second quarter amounted to 26,977,000,000 zlotys, as compared to 22,754,000,000 zlotys in the first quarter; operating expenses were 23,815,000,000 zlotys as compared to 22,949,000,000 zlotys. The total revenue for the first 6 months of 1949 was 49,731,000,000 zlotys and the total expense, 46,764,000,000 zlotys.

Traffic on the waterways started late because of high waters. In the second quarter, inland navigation facilities carried 266,400 passengers, as compared to 16,700 in the first quarter; 285,300 tons of freight were carried, as compared to 1,900 tons in the first quarter. The revenue for the second quarter was 289 million zlotys, as compared to 63,600,000 zlotys in the first quarter; and expenses were 358 million zlotys, as compared to 149 million in the first quarter. The deficit was greatly reduced in the second quarter.

Indications are that railroad traffic will be 25 percent heavier in the 1949 fall season than in the fall of 1948. Daily loadings in a work day in November are expected to reach almost 30,340 cars, and the peak load is expected to reach 34,000 cars, as against the 1948 peak of 27,500 cars.

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